



## JOINT MEETING OF THE

# AVIATION AND MAGLEV TASK FORCES

### Main Office

818 West Seventh Street  
12th Floor  
Los Angeles, California  
90017-3435

t (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

**Officers:** President: Gary Oviatt, San Bernardino County • First Vice President: Richard Dixon, Lake Forest • Second Vice President: Harry Baldwin, San Gabriel • Immediate Past President: Yvonne B. Burke, Los Angeles County

**Imperial County:** Victor Carrillo, Imperial County • Jan Edney, H Crestline

**Los Angeles County:** Yvonne B. Burke, Los Angeles County • Zvi Yarnitzky, Los Angeles County • Richard Alarcon, Los Angeles • Jim Aldinger, Manhattan Beach • Harry Baldwin, San Gabriel • Terry Cardenas, Los Angeles • Stan Carroll, La Habra Heights • Margaret Clark, Rosemead • Gene Daniels, Paramount • Judy Dunlap, Inglewood • Marc Eubank, Long Beach • David Golin, Downey • Eric Guretti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurule, Cudahy • Janice Hahn, Los Angeles • Isadore Hall, Compton • Keith W. Hanks, Azusa • Jose Huizar, Los Angeles • Jim Jeffers, Lancaster • Tom LaBonge, Los Angeles • Paula Lantz, Pasadena • Barbara Messina, Alhambra • Larry Nelson, Artesia • Paul Nowotka, Torrance • Pam O'Connor, Santa Monica • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Ed Reyes, Los Angeles • Bill Rosendahl, Los Angeles • Greg Smith, Los Angeles • Tom Sykes, Walnut • Mike Ten, South Pasadena • Lucia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Herb J. Weston, Jr., Los Angeles • Donah Zine, Los Angeles

**Orange County:** Chris Hertz, Orange County • Christine Barnes, La Palma • John Neuman, Orea • Lou Bone, Tustin • Debbie Look, Huntington Beach • Leslie Dalgic, Newport Beach • Richard Dixon, Lake Forest • Tony Edgar, Los Alamitos • Paul Gladd, Laguna Niguel • Robert Hernandez, Anaheim • Shann Quirk, Fullerton

**Riverside County:** Jeff Stone, Riverside County • Thomas Buckley, Lake Burren • Bonnie Hickingey, Murrieta Valley • Ron Jorenzide, Riverside • Greg Pettit, Cathedral City • Ron Roberts, Temecula

**San Bernardino County:** Gary Oviatt, San Bernardino County • Lorraine Dale, Redland • Paul Eaton, Monrovia • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCalon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

**Tribal Government Representative:** Andrew Masel St., Pechanga Band of Juchito Indians

**Ventura County:** Linda Parks, Ventura County • Glen Secenta, Santa Valley • Carl Morehouse, San Buenaventura • Teri Young, Port Huamene

**Orange County Transportation Authority:** Art Brown, Buena Park

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Macer Park

**Thursday, October 11, 2007  
10:00 a.m. – 12:00 p.m.**

**SCAG Offices  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Conference Room San Bernardino A&B  
Los Angeles, California 90017  
213. 236.1800**

### VIDEO CONFERENCE LOCATION:

SCAG Inland Empire Office  
3600 Lime Street, Suite 216  
Riverside, CA 92501  
951.784.1513

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Richard Marcus at 213.236.1819 or [marcus@scag.ca.gov](mailto:marcus@scag.ca.gov) for Maglev Task Force inquiries or Mike Armstrong at 213.236.1914 or [armstron@scag.ca.gov](mailto:armstron@scag.ca.gov) for Aviation Task Force inquiries.

### **NOTE FOR MAGLEV TASK FORCE MEMBERS**

Field Trip to General Atomics Test track in San Diego will be on Friday, October 12<sup>th</sup>. Details in agenda packet under item 5.3. Please contact Richard Marcus by Monday, October 8<sup>th</sup> to confirm your attendance.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

# MAGLEV TASK FORCE

## AGENDA

PAGE #

TIME

*"Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee".*

1. **CALL TO ORDER AND INTRODUCTIONS**      Hon. Lou Bone, Chair, Maglev Task Force  
Hon. Alan Wapner, Chair, Aviation Task Force

2. **PUBLIC COMMENT PERIOD**

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3. **CONSENT CALENDAR**

- 3.1 Approval Items

- 3.1.1 Minutes of the August 9, 2007 Maglev Task Force Meeting      1  
**Attachment**

- 3.1.2 Minutes of the July 19, 2007 Aviation Task Force Meeting      7  
**Attachment**

4. **ACTION ITEMS**

- 4.1 Recommend 2035 Preferred      Mike Armstrong, SCAG      14      15 min  
Regional Aviation Demand Forecast  
for 2008 RTP  
**Attachment**
  - 4.2 Recommend Regional Aviation      Mike Armstrong, SCAG      15      20 min  
Policies for 2008 RTP  
**Attachment**
  - 4.3 Recommend Approval of      Richard Marcus, SCAG      17      10 min  
High-Speed Regional Transport System  
Design Concept and Business Case  
**Attachment**

# MAGLEV TASK FORCE

## AGENDA

---

		<i>PAGE #</i>	<i>TIME</i>
<b>5. <u>INFORMATION ITEMS</u></b>			
5.1 2008 RTP Requirements and Framework	<b>Naresh Amatya, SCAG</b>		<b>15 min</b>
5.2 Review Regional Aviation Demand Forecasts <b>Attachment</b>	<b>Mike Armstrong &amp; Richard Marcus, SCAG</b>	<b>18</b>	<b>15 min</b>
5.3 General Atomics Field Trip Logistics <b>Attachment</b>	<b>Richard Marcus, SCAG</b>	<b>19</b>	<b>5 min</b>
5.4 JPA for IOS Update <b>Attachment</b>	<b>Hon. Lou Bone, Chair, Maglev Task Force &amp; Hon. Alan Wapner, Chair, Aviation Task Force</b>	<b>20</b>	<b>5 min</b>
5.5 SCAG High-Speed Regional Transport overview <b>Attachment</b>	<b>Mark Pisano, SCAG</b>	<b>21</b>	<b>10 min</b>
5.6 American Maglev Technologies' Environmental Mitigation and Mobility Initiative <b>Attachment</b>	<b>Tony Morris, AMT</b>	<b>22</b>	<b>15 min</b>
5.7 Transrapid International Maglev Developments in Germany <b>Attachment</b>	<b>Richard Marcus, SCAG</b>	<b>23</b>	<b>5 min</b>

## **6. OPEN DISCUSSION**

**Provide direction to staff on issues of interest for future discussion.**

## **7. MAGLEV CHAIR'S REPORT**

## **8. AVIATION CHAIR'S REPORT**

## **9. NEXT MEETING**

The next meeting of the Maglev Task Force will be held on Thursday, November 8, 2007 at the SCAG offices in downtown Los Angeles. The next meeting of the Aviation Task Force is to be determined.

---

MAGLEV Task Force  
of the  
Southern California Association of Governments

August 9, 2007

*Minutes*

---

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE MAGLEV TASK FORCE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S LOS ANGELES OFFICE.**

The Maglev Task Force held its meeting at the SCAG Headquarters in Los Angeles. The meeting was called to order by Hon. Lou Bone, Chair, City of Tustin. There was a quorum.

**Members Present:**

Hon. Lou Bone, Chair	City of Tustin
Hon. Margaret Clark	City of Rosemead
Hon. Gene Daniels	City of Paramount
Hon. Frank Gurule	City of Cudahy
Dr. Ron Bates	City of La Habra Heights
Hon. Keith Millhouse	City of Moorpark
Hon. Chris Barnes	City of La Palma
Mr. Rick Deming	Caltrans – Division of Rail

**Audience Attendees:**

Aileen Kennedy	Caltrans – District 12
Steve Hines	CCDoTT / CSULB
Tom Page	The Aerospace Corp.
David Akers	CN Cement Association
Peter Voorhees	Metro
Bart Reed	Transit Coalition
Mike Simon	General Atomics
Kirk Schneider	Caltrans – District 7
Roger Sanchez	Caltrans – District 7
Sandra Cuevas	Cordoba Corporation
Jose Martinez	HSRA / Cordoba Corporation
Lori Huddleston	Metro – Long Range Planning
Miles Mitchell	LADOT
David Chow	IBI Group
Fabiola Wong	City of West Covina
Brian Hausknecht	CH2M Hill
Steve Lantz	SCRRA
Chris Jadatz	LPAC
Aaron Halevu	LPAC
Greg Nord	OCTA
Sharad Mulchand	Metro
Shefa Bhuiyan	Caltrans – District 8
Michael Cano	Office of Los Angeles County Supervisor Michael D. Antonovich
Guillermo Gonzalez	Office of U.S. Senator Dianne Feinstein
Jim Fiske	LaunchPoint Technologies
Cecil Flournoy	City of Los Angeles - Planning Department
Robert Pearman	Robinson & Pearman

**Video Conference:**

Hon. Alan D. Wapner, Vice Chair

John Sullivan

Jeff Stone

City of Ontario

City of Ontario

County of Riverside

**SCAG Staff:**

Mark Pisano

Richard Marcus

Alan Thompson

Jessica Meaney

Linda Jones

Mike Jones

Akiko Yamagami

André Darmanin

Christine Jerian

Ranjini Zucker

Mikaela Randolph

Margaret Lin

**1. CALL TO ORDER AND INTRODUCTIONS**

Hon. Lou Bone, Chair, called the meeting to order at 10:05 am.

**2. PUBLIC COMMENT PERIOD**

There was no public comment.

**3. CONSENT CALENDAR**

**3.1 Approval Items**

**3.1.1 Minutes of the May 10, 2007 Meeting**

*Motion was moved (Barnes), seconded (Gurule), and unanimously approved.*

**4. INFORMATION ITEMS**

**4.1 Discussion of JPA for the IOS**

Hon. Alan Wapner, City of Ontario, briefed members on the results of the last Joint Powers Authority (JPA) meeting. Hon. Wapner stated that a few questions arose as to the extent of funding SCAG would provide. After some discussion it was decided that it would be best for these issues to go before SCAG's Regional Council (RC) after recommendations from the Task Force.

Hon. Wapner added that the funding questions dealt directly with SCAG and are noted in page 7 and page 9 of the JPA which discusses monies allocated for SCAG through grants. Hon. Wapner also requested that Task Force members receive a full copy of the JPA agreement for review and discussion at next month's task force meeting.

Richard Marcus, SCAG, stated that a meeting is scheduled for tomorrow with members of the JPA and that new edits may be included in the agreement. Mr. Marcus added that an updated JPA agreement would be distributed to Task Force members after tomorrow's meeting.

Hon. Bates requested that in addition to the JPA agreement, staff also include their recommended action. Mr. Marcus agreed to provide a staff recommendation on the JPA at the next Task Force meeting.

Mark Pisano, SCAG, addressed the Task Force and provided additional feedback on the JPA. Mr. Pisano stated that the systems planning work that SCAG receives from the federal government is not available for project implementation. The issue that is on the table now is that SCAG has incorporated this project into the Regional Transportation Plan (RTP) on the basis that there will be an institutional framework and a financing program put in place that is not relying on public funding in order to move this project forward. Mr. Pisano stated that this program would not be a competitor in the public funding arena.

Furthermore, Mr. Pisano stated that if this project can not demonstrate funding within a financially constrained scenario then it will need to be removed from the Transportation Plan.

#### 4.2 Maglev Pilot Project at the Port of Long Beach

Dr. Ken James, CSULB, presented members with an overview of the research at the Center for the Deployment of Transportation Technologies (CCDoTT). Dr. James provided members with background information on the CCDoTT program. CCDoTT is the research arm of California State University and is the largest goods movement research center in the Cal State University system. Its focus is on dual-use military and commercial technologies, utilizing the development in both areas to the advantage of the transportation system.

Dr. James stated that the CCDoTT's research recognizes the value of the ports as well as the problems that exist within the ports, such as congestion and pollution. Dr. James explained that the ports' growth continues to exceed all of its previous growth estimates. In order to increase the throughput capacity of the ports, CCDoTT has developed the Electric Cargo Conveyor (ECCO) system. The ECCO system addresses the throughput capacity, pollution, and congestion issues at the ports.

The ECCO system is a Maglev freight system that does not intend to compete with road and rail. Dr. James explained the linear motor advantages of the ECCO and also discussed the differences in the use of Maglev technology with the German Transrapid International system and the American General Atomics system. Transrapid International technology uses the ElectroMagnetic System (EMS) where magnets wrap around and underneath the guideway. The General Atomics technology uses the ElectroDynamic System (EDS) that contains passive magnets on the guideway generating a magnetic field that results in a one-inch elevation above the guideway.



Dr. James provided an illustrative example of ECCO's loading/unloading and organizing capability at the Port of Long Beach. Dr. James also discussed the economic feasibility of such a system and explained that a public/private partnership would be ideal to fund such a project.

Hon. Bone, City of Tustin, asked what the difference in speed is between the Transrapid International system and the ECCO system and how soon the ECCO system could be implemented. Dr. James stated that the speed for Transrapid International is above 200 miles per hour and ECCO is at 90 miles per hour which is an ideal speed for both passenger and freight. Dr. James also stated that if the project was funded, a commercial demonstrator could be built by 2011.

Discussion followed regarding the capability of the system and the operating speed for both freight and passenger Maglev systems.

Mr. Marcus reminded the Task Force that the presentation served only for informational purposes and that the Initial Operating Segment (IOS) has already been approved by the RC for which private equity funding is currently being sought. He emphasized that there has been no official selection of Maglev as the technology of choice and that SCAG's program is named "High Speed Regional Transport" (HSRT). Mr. Marcus further stated that a few months ago David Chow of IBI Group also presented on the cargo/passenger system for which a business plan has just been completed. This system can operationally use the same right-of-way for passenger and cargo service. Mr. Marcus will forward the completed Business Plan to the Task Force members for review. Mr. Marcus also added that Mr. Chow would present the findings of SCAG's Business Plan at the next Maglev Task Force.

#### 4.3 Low-Cost Maglev Prototype

Jim Fiske, LaunchPoint Technologies, presented their Maglev technology. Mr. Fiske began by noting the innovative products that LaunchPoint has created using Maglev technology such as the first Maglev heart pump which levitates the pump rotor so it doesn't damage blood cells.

Mr. Fiske also described the Rail Motor which is a new linear motor technology that LaunchPoint has developed using steel wheels of conventional railroad cars to connect with an electric motor which enables the conversion of conventional railroad cars into electrical operation with no modification to the vehicles. Mr. Fiske mentioned that this has the potential to remove air pollution.

Mr. Fiske introduced New York investor Andrew Hayes of Fastransit, who is looking at converting the New York City subway to a Maglev operation. Mr. Fiske stated that it is not possible to convert with conventional Maglev technology and are also looking at high-speed inter-city transport

and freight transport. Mr. Fiske provided illustrative examples of the intra-city vehicles. The Maglev vehicle, he stated, is able to levitate while free-standing using the stabilized permanent magnets which has very few mechanical parts and low power usage.

Mr. Fiske added that the advantages of the LaunchPoint Maglev system include:

- Inter-operable, allows for Maglev/rail operation.
- Allows retrofitting of existing infrastructure.
- Reduces risk while providing all of the advantages of Maglev
- Flexible infrastructure
- Dynamic routing
- High performance

Mr. Fiske stated that LaunchPoint will be developing its first prototype to be funded by Fastransit and will be located in the City of Goleta, CA near Santa Barbara. Mr. Marcus added that he and his staff would like to take a field trip to Goleta to see LaunchPoint's prototype Maglev motor.

#### 4.4 Highlights of June Field Trip to General Atomics and Planning and Logistics for Future Task Force Visit

Richard Marcus, SCAG, gave members a brief presentation on SCAG staff's visit to the General Atomics test track in La Jolla, CA on June 22<sup>nd</sup>. Mr. Marcus shared pictures of the 400 ft. Maglev test tract as well as the "Hallbach Array" of magnets that are located on the vehicle.

Mr. Marcus also mentioned that General Atomics is willing to host a group of Maglev Task Force members for a visit to their campus. Currently, the date that is being looked at is Friday, October 12<sup>th</sup>. Transportation will be via Amtrak to La Jolla where General Atomics will transport the group from the station to their campus. Depending on the train schedule, a return trip is planned for the mid-afternoon. Additional details will be provided at the next Maglev Task Force meeting.

## 5. OPEN DISCUSSION

## 6. CHAIR'S REPORT

Lou Bone, Chair, further stated that if anyone has any questions regarding the General Atomics field trip, please forward an e-mail to Richard Marcus at [Marcus@scag.ca.gov](mailto:Marcus@scag.ca.gov). Hon. Bone summarized the meeting's action items and stated that the latest version of the JPA agreement and the SCAG Business Plan developed by IBI Group will be sent to all Task Force members.

Hon. Bone also stated per SCAG's President, all committee chairs have been instructed to review the membership of their Committee or Task Force and remove all members that have not attended the last five meetings. Hon. Bone has reviewed the attendance for the



Maglev Task Force and will provide Mr. Marcus with a list of members that will be removed from the Task Force.

7. **NEXT MEETING**

Hon. Lou Bone adjourned at 12:04 pm. The next meeting of the Maglev Task Force will be held at SCAG's Los Angeles office on September 13, 2007.

---

Aviation Task Force  
July 19, 2007  
*Minutes*

---

**THE FOLLOWING MINUTES ARE A SUMMARY OF THE MINUTES OF THE AVIATION TASK FORCE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Aviation Task Force held its meeting at the SCAG office.

**Members:**

Selena Birk  
Viggo Butler  
Richard Dykas  
Rae Gabelich  
Paul Glaab, **Vice Chair**  
Gary Gosliga  
Jose Gutierrez  
Bill Ingraham  
Chris Kunze  
Todd McNamee  
Alan Murphy  
Bob Rodine  
Alan Wapner, **Chair**

**Representing:**

LAWA, Van Nuys Airport  
United Airports Limited  
FAA Airports Division  
Councilmember, Long Beach  
Councilmember, Laguna Niguel  
March Inland Port  
City of Los Angeles  
County of San Bernardino  
Long Beach Airport  
Ventura County Airports  
John Wayne Airport  
Polaris Group  
Councilmember, Ontario

**SCAG Staff:**

Joann Africa	SCAG
Michael Armstrong	SCAG
Mike Jones	SCAG
Rich Macias	SCAG

**1.0 CALL TO ORDER**

Alan Wapner, Chair, called the meeting to order at 10:05 a.m.

**2.0 PUBLIC COMMENT PERIOD**

There were no public comments.

**3.0 REVIEW and PRIORTIZE AGENDA ITEMS**

Action item 5.1 was moved to be addressed as an information item on the agenda. It will then go to information item 6.2, then to 6.1 to 6.3 to 6.4. Action item 5.2 was deferred to the next meeting of the ATF.

---

Aviation Task Force  
July 19, 2007  
*Minutes*

---

**4.0    CONSENT CALENDAR**

4.1    Approval Items

4.1.1    Minutes of April 10, 2007 Meeting

**MOTION** was made to **MOVE** the Consent Calendar.

**MOTION** was **SECONDED** and **UNANIMOUSLY APPROVED**.

**5.0    ACTION ITEMS**

5.1    Regional Aviation Policies for the 2008 RTP

**ACTION** on item 5.1 was deferred on this item for further discussion.

Mike Armstrong, SCAG, stated that this agenda items was presented at the last meeting of the ATF and is being brought back today for more discussion. Based on the discussion and comments received today, staff will draft a new set of policies including items that address more timely and relevant issues and present the new policies back to the committee in September.

The existing adopted policies are as follows:

- Provide for regional capture of economic development opportunities and job growth created by the prospect of significant regional air traffic growth between now and 2030.
- Distribute maximum opportunity to Southern California airports where population and job growth are expected to be strong and where local communities desire air traffic for economic development.
- Reflect environmental, environmental justice and local quality of life constraints at existing airports that operate in built-out urban environments.
- Reflect that each county should have both the obligation and the opportunity to meet its own air traffic needs where feasible.

The action steps are as follows:

- Support capacity expansion at major existing and potential airports to handle anticipated increases in passengers and cargo volume.
- Mr. Armstrong commented that with the constraint at LAX of 78 MAP it is doubtful that the region can look for much expansion at LAX, in which case we are looking at just Ontario for significant capacity expansion..
- Mitigate the effects of expanding airports and consider the reuse of former military airfields so that community impacts are minimized.

---

Aviation Task Force  
July 19, 2007  
*Minutes*

---

- Mr. Armstrong stated that this policy was outdated as it goes back to two RTP's when there were a number of military bases that have recently been closed.
- Maximize air passenger and air cargo utilization of outlying airports in less-populated areas.
- Mr. Armstrong stated that this was consistent with SCAG's regional decentralization strategy to get passengers out to the region's suburban airports that have available capacity.

The areas in which the region may want to think of developing new policies particularly a policy on ground access. Such as, is it consistent with the work that SCAG is doing with the regional flyaway study? Look into utilizing existing and programmed investments in infrastructure, particularly light and heavy rail, to get passengers out to the suburban airports that have available capacity to serve future demand. Perhaps a policy is needed that gives priority for funding of key airport ground access projects. Are there policies that address the issue of economic and marketing incentives to promote decentralization to suburban airports needed? Look into providing incentives at airport so airlines have an inducement to introduce cleaner and quieter aircraft. Are new policies that address the relationship of SCAG and SCRAA needed?

5.2 Approve 2035 Regional Aviation Demand Forecasts

**ACTION** was deferred on this item for further information.

**6.0 INFORMATION ITEMS**

6.1 Results of 2035 Regional Air Cargo Demand Modeling

Dr. Andrew McKenzie, Citigroup Technologies, stated that the region's amount of cargo has decreased from 8.7 million tons per year to 8.1 million tons as modeled by the preferred scenario without Maglev. The scenario with Maglev extending to March generates 8.3 million tons per year. The scenario with Maglev extending to Palm Springs generates 8.2 million tons per year. The initial operating segment scenario generates around 8.2 million tons per year. There are two reasons for a decrease in the amount of cargo from the previous forecast. The first reason that needs to be accounted for is the fact that the performance of the air-cargo market has slowed down. The other reason is that commodities such as electronics are now beginning to weigh less with the same amount of volume.

6.2 Airport Ground Access Element for the 2008 RTP

Mike Armstrong, SCAG, stated that SCAG was required to do an airport ground access plan as part of the RTP process. The first ground access element that was done was for the last RTP. The updated element is based on new traffic conditions

---

## Aviation Task Force

July 19, 2007

### *Minutes*

---

around airports and feedback from the airports on their priority projects. The focus is on arterials and local improvements surrounding the airports.

Dr. Andrew McKenzie, Citigroup Technologies, stated that his presentation was an update to the SCAG's existing plan that is posted on its website. As part of the ground access analysis, vehicle trips are being looked at from all the airports in terms of air carrier and commuter passengers, air cargo, military and general aviation. 4.8 million scheduled flights for the 11 airports have been developed for the year 2030 as part of the SCAG air space study. The schedules were the basis for doing the ground access forecast. For the first time, in terms of vehicle trips, ground access has been included relating to general aviation. The air passenger vehicle trips are based on arrivals and departures for each flight, including delays and future gate turnover times for each of the gates at each of inland airports.

For March AFB/Inland Port, the forecast is based on 2.5 MAP which is a scaled down forecast from the 8 MAP that was previously forecast for that facility. Military operations were reflected up to 52,000 operations per year and civilian operations were reflected up to 22,000 operations per year including air cargo operations consistent with the base's Joint Use Agreement. As a result of the down-scale of the forecast several nonessential projects have been detected. These projects would include widening of Route 60 between 215 to 60 and some improvements on Alexandra. However Alexandra is the future site for a Metro station for the basin and will require a more detailed analysis.

For Ontario, some projects have been revised and some have been completed. Archibald upgrade, which was two lanes in each direction, has been completed. The I-10 upgrade has been completed. The Route 60 upgrade has been completed and the I-10 Millikan interchange has been upgrade for passenger car equivalent truck traffic. Additional projects for Ontario have been identified; they include grade separations which are major projects. The first is South Millikan at the Union Pacific Railroad Line and the second is at Millikan Union Pacific Alhambra Line. There are also upgrades of Route 60 widening to a six lane configuration and the widening of Vineyard to six lanes as well.

For Palmdale SCAG is relying on the 2035 forecast which is associated with Maglev which is 12.8 MAP. The forecast identifies some essential projects, including the grade separation at Rancho Vista and Sierra Highway, and a future planned Maglev station at that location. Construction of this project is forecasted to be by 2012 at an estimated cost of \$75 million. There is a connector being planned for Palmdale between Palmdale Airport and the Palmdale Transportation Center. This will also serve as the Antelope Valley Maglev station with additional parking facilities.



---

## Aviation Task Force

July 19, 2007

### *Minutes*

---

For Bob Hope Airport the project at Hollywood and 3<sup>rd</sup> is under design. The project list is being revised to not include projects south of Empire and on Hollywood Way, because of City of Burbank policy. Projects that relate to the reconstruction of the I-5 HOV interchange for better access to Bob Hope Airport have been added. The Empire area transit center is also going to be expanded for better access to Bob Hope Airport.

San Bernardino International is looking at a new gateway to San Bernardino on Mountain View. A four lane bridge on Mountain View over the Santa Ana river is consistent with this.

For LAX, the widening of Sepulveda Boulevard has been revised to only be widened between Manchester and Lincoln. Century has been revised to replace any modification of widening with transit or light rail. There will not be any left turn lanes on Aviation and Airport. There will be an upgrade of I-105 off-ramps to Sepulveda. New projects for LAX include a grade separation at Douglas, El Segundo, and Rosecrans for the Green Line along with additional left turn lanes on La Cienega northbound and at Centinela southbound. LAX projects that are already under construction include projects on Lincoln Avenue and I-10 HOV lanes between Route 60 and I-105. Projects that are not considered to be viable at this time include turning lanes on Century to Sepulveda. LAX projects that have been completed include the Rosecrans and Aviation intersection widening.

#### Passenger Forecast

Mike Armstrong, SCAG, stated that staff had reviewed the previous forecasts at past ATF meeting and is presenting some new information, including a new scenario that includes a more conservative Maglev alignment. The alignment is basically the initially operating segment plus extending west to LAX, and east from Ontario to San Bernardino, but not north to Palmdale and Southern California logistics. Staff considers it to be the most feasible Maglev alignment because it has the most viable business case. A new aviation scenario would need to be modeled if this particular alignment was going to be considered.

Dr. McKenzie stated that the Constrained Scenario was run for the 2008 RTP. It resulted in 144 million passengers for the region. Staff generated the RTP Preferred Scenario which does not have any Maglev which generated 157 million passengers per year for the entire SCAG region. Staff then generated the Preferred Scenario in which Maglev is extended to Palm Springs, which yielded 171 million passengers annually. The Preferred Scenario with Maglev to March has a slightly higher number of annual passengers. The final scenario that was generated is with the Maglev initial operating segment. This scenario generated 162 million annual passengers for the region. This scenario shows a major impact on Palmdale which is

---

## Aviation Task Force

July 19, 2007

### *Minutes*

---

not served by Maglev, it drops to 6.2 MAP. An impact on Victorville/Southern California Logistics is also recognized, which decreases as well.

#### Cargo Forecast

The current forecast has 8.7 million tons per year which has decreased for the current RTP to approximately 8.1 million tons for the preferred scenario without Maglev. A scenario with Maglev, extending all the way to March, generates 8.3 million tons per year. The Maglev scenario extending to Palm Springs, generates 8.2 million tons per year. The latest scenario, the initial operating segment, generates 8.2 – 8.8 million tons per year.

Mike Armstrong, SCAG, stated that staff would bring back to the ATF at the next meeting the allocation to Oxnard with the new scenario, and the cargo assumptions about the Long Beach Airport.

#### 6.3 Update on Southern California Regional Airport Authority

Mike Armstrong, SCAG, stated that SCRAA has not met since March and is scheduled to meet in September. SCRAA has not taken any significant actions since the last ATF meeting therefore there is nothing to report. SCAG aviation staff has been participating in a SCRAA working group along with staff from LAWA, Supervisor Knabe's office, Councilman Rosenthal's office, the L.A. Mayor's office, and San Bernardino County. The working group has begun developing numerous proposals. The current proposal of the working group is to have three standing committees that would advise the SCRAA mainly on policy issues. There is also a proposal that the Aviation Technical Advisory Committee (ATAC) would advise both SCAG and SCRAA on technical issues. The working group is now proposing that the SCRAA retain some eminent domain powers and the ability to issue revenue bonds.

#### 6.4 Regional HOV/Flyaway Study

Mike Armstrong, SCAG, stated SCAG has recently initiated a new study that is designed to go hand-in-hand with what LAWA is planning on new flyways. The study takes the system of flyways being proposed by LAWA and adds new potential flyaway facilities in other counties to help decentralize the system. The study is also designed to take maximum advantage of existing and planned investments in regional transportation infrastructure. The advantage of this is that it may be possible to link the flyways to predictable access afforded traveling by rail resulting in on-time airport arrivals.

## 7.0 FUTURE AGENDA ITEMS

---

Aviation Task Force  
July 19, 2007  
*Minutes*

---

**8.0    ANNOUNCEMENTS**

Chair Wapner announced that there would be a Maglev meeting Thursday, April 12, at the SCAG office.

Chair Wapner announced that there will be a workshop on the AQMP at the Ontario Convention Center on August 2.

**9.0    ADJOURNMENT**

The meeting was adjourned at 11:56 a.m.

The next meeting of the ATF is scheduled for September 2007, date yet to be determined, at the SCAG office in downtown Los Angeles.

# MEMO

**DATE:** October 11, 2007

**TO:** Aviation Task Force

**FROM:** Michael Armstrong, Aviation Program Manager  
Armstron@scag.ca.gov/213-236-1914

**SUBJECT:** Recommend 2035 Preferred Regional Aviation Demand Forecast for 2008 RTP

---

## SUMMARY:

Recommend a 2035 Preferred Regional Aviation Demand Forecast for the 2008 RTP that is consistent with the high-speed rail recommendation for the 2008 RTP (i.e., "Core Plan"). Also, recommend a 2035 Preferred Regional Aviation Demand Forecast for the 2008 Strategic Plan that is consistent with the high-speed rail recommendation for the 2008 Strategic Plan (i.e., "Unconstrained Plan").

## BACKGROUND:

Aviation demand forecasts for several variations of the 2035 Preferred Scenario have been modeled, varying by assumptions incorporated on different high-speed rail configurations. The Preferred Scenario has been modeled without HSRT, with the full HSRT system adopted in the 2004 RTP, and with just the Initial Operating Segment from West LA to Ontario Airport extended west to LAX and east to San Bernardino International (i.e., "Extended IOS").

Recommendations for which version of the 2035 Preferred Scenario should be included in the 2008 RTP and the 2008 Strategic Plan should therefore be consistent with what is also recommended for high-speed rail. The 2008 RTP ("Core Plan") is to be financially constrained and projects in it should have funding commitments or funding that can be "reasonably expected." The Strategic Plan ("Unconstrained Plan") is not financially constrained, and projects in it do not need funding commitments.

# MEMO

**DATE:** October 11, 2007

**TO:** Aviation Task Force

**FROM:** Michael Armstrong, Aviation Program Manager  
Armstron@scag.ca.gov/213-236-1914

**SUBJECT:** Recommend Regional Aviation Policies for 2008 RTP

---

## SUMMARY:

Review recommended changes to adopted regional aviation policies and recommend a new set of policies for the 2008 Regional Transportation Plan.

## BACKGROUND:

Regional aviation policies adopted for the 2004 Regional Transportation Plan were designated "Aviation Guiding Principles" and "Action Steps." Recommended changes to these guiding principles and action steps, and recommended new guiding principles and actions steps, are noted below. The recommendations were made at the last meeting of the SCAG Aviation Task Force on July 19, 2007, and at the last meeting of the SCAG Aviation Technical Advisory Committee on September 20, 2007.

### Aviation Guiding Principles

- Provide for regional capture of economic development opportunities and job growth created by the prospect of significant regional air traffic growth between now and 2030.
- Distribute maximum opportunity to Southern California airports where population and job growth are expected to be strong and where local communities desire air traffic for economic development.
- Reflect environmental, environmental justice and local quality of life constraints at existing airports that operate in built-out urban environments.
- Reflect that each county should have both the obligation and the opportunity to meet its own air traffic needs where feasible.

(New Guiding Principal recommended by the Aviation Task Force):

- Reflect that the region as a whole has an obligation to help pay the costs of airport environmental mitigation and ground access improvement in counties that serve a disproportionate share of regional air travel demand at their airports



# MEMO

## Aviation Action Steps

- Support capacity ~~expansions~~ enhancements at ~~major~~ existing and potential airports to handle anticipated increases in passengers and cargo volume where it is desired.
- Mitigate the effects of expanding airports and ~~consider the reuse of former military airfields so that community impacts are minimized~~ maximize air passenger and air cargo utilization of outlying airports in less-populated areas so that community impacts are minimized.

(New Action Step recommended by the Aviation Task Force):

- Support efforts to redesign the regional airspace system that may be needed to reduce significant conflicts and delays associated with future air traffic in SCAG's adopted 2035 regional aviation forecast

(New Action Steps recommended by the Aviation Technical Advisory Committee):

- Support the continued responsibility of SCAG for developing regional aviation and ground access plans for the region.
- Support the close cooperation between SCAG and the Southern California Regional Airport Authority (SCRAA) and other aviation organizations to facilitate the implementation of adopted regional aviation plans prepared by SCAG.
- Support a regional aviation demand forecast that is based on an intra-regional high speed rail system that connects commercial airports only if funding commitments can be identified to build and operate the system.
- Support legislative, marketing and ground access initiatives that promote the decentralization of aviation demand to underutilized suburban airports.
- Support more flexible use of airport revenues for off-airport ground access projects.
- Support giving priority to key airport ground access projects in the programming of transportation projects in the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP).
- Support the development of a regional network of new flyaways that connect to multiple airports via HOV, light rail and commuter rail facilities, to help decentralize aviation demand to underutilized suburban airports
- Support a more active role by the federal government in developing substantial incentives for airlines to upgrade their aircraft fleet to cleaner and quieter aircraft.

# MEMO

---

**DATE:** October 11, 2007

**TO:** Maglev Task Force

**FROM:** Richard Marcus, Program Manager, Maglev/High-Speed Rail Program  
Marcus@scag.ca.gov/213-236-1819

**SUBJECT:** Recommend Approval of High-Speed Regional Transport System Design Concept and Business Case

---

## BACKGROUND:

As part of the High-Speed Regional Transport (HSRT) system design effort, IBI Group has been working with SCAG staff in developing a business plan approach to financing the high-speed regional system. The HSRT system builds on the effort completed by the Initial Operating Segment and examines an expansion of the system to include access to San Bernardino, Palmdale and San Pedro Bay Ports. Coverage of the HSRT to these locations would allow the system to address the needs of passenger, aviation and goods movement in the regional and tap into the potential business and revenue opportunities.

Staff recommends approval of the HSRT Business Case.

# MEMO

**DATE:** October 11, 2007

**TO:** Aviation Task Force

**FROM:** Michael Armstrong, Aviation Program Manager  
Armstron@scag.ca.gov/213-236-1914

**SUBJECT:** Review Regional Aviation Demand Forecasts

---

## SUMMARY:

Review 2035 regional aviation demand forecasts prepared for the 2008 RTP.

## BACKGROUND:

A number of regional aviation demand scenarios have been modeled in terms of demand served by the various airports in the system by 2035 based on the assumptions and parameters defined for each scenario. These include an Unconstrained Scenario, a Constrained Scenario, and several variations of the Preferred Scenario that vary according to whether a intra-regional high-speed rail system is assumed, and which configuration of the system is assumed. The modeling results have all been previously reviewed by the Aviation Technical Advisory Committee and the Aviation Task Force.

High-speed access tends to boost demand to airports with available capacity, particularly if it connects them to urban demand centers in Los Angeles and Orange counties where the greatest aviation demand is forecast to continue to concentrate despite the highest future employment and population growth rates in the Inland Empire and North Los Angeles County. This is because it makes the access trip to those airports much faster, convenient and predictable in the face of mounting traffic congestion on highways and surface streets that access airports.

Michael Armstrong, SCAG Aviation Program Manager, will review the assumptions and parameters used to model each scenario and the 2035 aviation demand modeling results for each.

# MEMO

**DATE:** October 11, 2007

**TO:** Maglev Task Force

**FROM:** Richard Marcus, Program Manager, Maglev/High-Speed Rail Program  
Marcus@scag.ca.gov/213-236-1819

**SUBJECT:** General Atomics Field Trip Logistics

---

## BACKGROUND:

There will be a trip to General Atomics to view its Maglev test track and research facilities in La Jolla on Friday, October 12. The trip is for Maglev Task Force members only and other selected elected officials. Lunch will be provided and the cost of a regular coach class ticket on Amtrak will be reimbursed by SCAG for members of the Maglev Task Force that are also members of the Regional Council.

The following is the itinerary:

At 8:15 a.m. the group will meet on the platform of the Amtrak Surfliner train #566 departing Los Angeles Union Station at 8:30 a.m. Attendees are advised to purchase their own coach class roundtrip ticket and to keep the receipt. The train will arrive in Solano Beach at 10:39 a.m. The group will be shuttled from the train station to General Atomics by vans courtesy of General Atomics.

If attendees would like to board at a station along the route other than Los Angeles Union Station, please meet the group in the first coach class car, upper level. Be sure to board train #566 departing Union Station at 8:30 a.m. Please be sure to indicate what station you will be boarding at when you confirm your attendance so a proper list of attendees can be maintained.

The tour, lunch, and information session will take approximately four hours on the General Atomics campus.

The group will depart General Atomics in vans around 3 p.m. to catch Amtrak train #583 departing Solano Beach at 3:33 p.m. Arrival time at Los Angeles Union Station is at 5:45 p.m.

Cameras are allowed. Please wear comfortable clothes as there will be a fair amount of walking and standing in the sun. Also, please bring identification.

In order to give General Atomics an accurate head count of attendees so that they can plan for the lunch and the van service, please contact SCAG Maglev/HS Rail Program Manager Richard Marcus by close of business on Monday, October 8<sup>th</sup> to confirm your attendance. He can be reached directly at SCAG at (213) 236-1819 or at [marcus@scag.ca.gov](mailto:marcus@scag.ca.gov). General Atomics has requested each attendee provide their name, affiliation and country of citizenship prior to arrival. Should you need to contact Richard Marcus the day of the trip, he can be reached on his mobile phone at (858) 945-6446.

# MEMO

---

**DATE:** October 11, 2007

**TO:** Maglev Task Force

**FROM:** Richard Marcus, Program Manager, Maglev/High-Speed Rail Program  
Marcus@scag.ca.gov/213-236-1819

**SUBJECT:** JPA for IOS Update

---

## **BACKGROUND:**

A Joint Powers Authority (JPA) agreement is currently in development between the Cities of Los Angeles, Ontario, West Covina and SCAG for the Initial Operating Segment (IOS) of the High-Speed Regional Transport (HSRT) system.

The Honorable Lou Bone and the Honorable Alan Wapner will give a brief update on the status of the JPA for the IOS.



# MEMO

---

**DATE:** October 11, 2007

**TO:** Maglev Task Force

**FROM:** Richard Marcus, Program Manager, Maglev/High-Speed Rail Program  
Marcus@scag.ca.gov/213-236-1819

**SUBJECT:** SCAG High-Speed Regional Transport Overview

---

## **BACKGROUND:**

SCAG's Executive Director, Mark Pisano will give an overview of the High-Speed Regional Transport (HSRT) system. Mr. Pisano recently gave a similar presentation before the OCTA Board of Directors. The presentation addresses the mobility, environmental and fiscal issues and challenges facing the SCAG region in the future and how a HSRT system can be part of the solution in the future.

# MEMO

---

**DATE:** October 11, 2007

**TO:** Maglev Task Force

**FROM:** Richard Marcus, Program Manager, Maglev/High-Speed Rail Program  
Marcus@scag.ca.gov/213-236-1819

**SUBJECT:** American Maglev Technologies' Environmental Mitigation and Mobility Initiative

---

## BACKGROUND:

American Maglev Technologies (AMT), based in suburban Atlanta, has proposed a plan to utilize its' Maglev system to move freight in an environmentally friendly and fiscally profitable way in Southern California. This proposal, dubbed the Environmental Mitigation and Mobility Initiative (EMMI), plans to design, finance, build and operate the AMT Maglev system to move freight from the San Pedro ports to near-dock intermodal terminals and transfer terminals in the Inland Empire and High Desert. The project will be entirely financed by the private-sector consortium lead by AMT and all associated financial risk will be borne by the private sector. However, the proposal is contingent on the public sector ensuring a base-level of freight demand and a guarantee for a minimum number of cargo containers per day.

Tony Morris, President of AMT, will present his proposal and answer inquiries about the details of his initiative.

# MEMO

---

**DATE:** October 11, 2007

**TO:** Maglev Task Force

**FROM:** Richard Marcus, Program Manager, Maglev/High-Speed Rail Program  
Marcus@scag.ca.gov/213-236-1819

**SUBJECT:** Transrapid International Maglev Developments in Germany

---

## **BACKGROUND:**

Staff will give an update of the recent Transrapid International developments in Germany regarding the planned high-speed line from the Munich city centre to the Munich airport.